



THE SIGNAL

MARINA BAY YACHT CLUB

Richmond, California

Vol. XVIII, No. 3

March 2003

COMMODORE'S LOG



MBYC Members,

I had the opportunity to represent the club over the weekend at the PICYA "Spring" Leadership Conference held at the Pittsburg Yacht Club. I'll be reporting the specifics of the meeting with the board next month, but I wanted to share with you some observations.

First, and foremost I remain impressed with the commitment of PICYA leadership to the recreational boating community. These folks are truly dedicated to both preserving what is right about boating while advocating for safer, and more sane waterways. I left that meeting with a profound sense of pride for being associated with the PICYA, and all that it is doing.

Secondly, I met officers of some of the other clubs, including Coyote Point Yacht Club (the destination and host of our March cruise-out). What I found was that there are a number of kinds of clubs, one of which are those that are really focused on providing a forum for their members to share their joy in boating. I think Marina Bay is one of those. Kasey and I joined the club due to that focus; that is why we stay. As one person put it, "we come to the club meetings not to argue or defend positions, but instead to enjoy the company of like-minded people – people who enjoy boating".

Finally, I was impressed with some of the work being done by other clubs that truly represents community service. We heard about the program at Encinal YC that provides a day-long experience for disabled veterans from Yountville. While this is a motor yacht activity, all of us can participate by being either the shore-partner or working behind the scenes. I'll work through our Rear Commodore and Fleet Captain to get you more information.

We had a perfect sailing day on Presidents' Day. We had 10-15 knots all over the bay, just the kind of day that reaffirms why we make boating our way to enjoy time together. Hope you're out there having fun, too.

Mike Green, Commodore

CLUB NEWS

We now have a new carpet in the dining/bar room of our clubhouse, thanks to the final efforts of Phil Coker (although other members of the Clubhouse Improvement Committee provided considerable input to the decision process). Replacement of the range and dishwasher ran into some disagreement with the marina management, but this is being actively negotiated. But the carpet! Beautiful, and the room is much quieter...we can actually talk to one another.

Some question has arisen regarding the locked gate/bar to the "D" dock parking lot. Some members who don't dock there have had to park on the street for Club functions, or over at "E" dock. The present solution is to obtain a key-card from the harbormaster, leaving a \$25 deposit.

-----Editor

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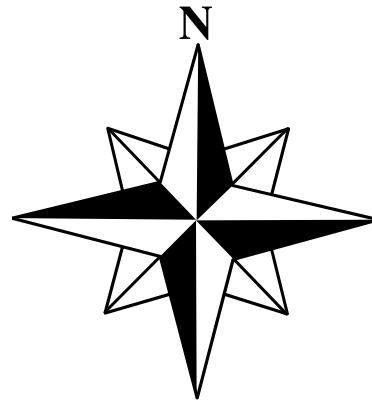
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MEMBERSHIP

MEMBERSHIP APPLICATION

Michael and Gail Dennis of Redwood Shores, who sail the Beneteau 32 *Danny D.* Sponsors are Don Wigle and Larry Lawson.



THE LIZARD'S LOUNGE

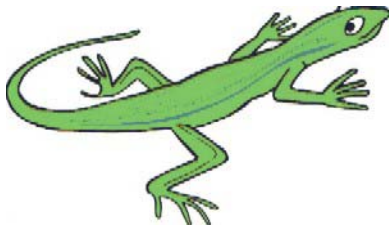
Wow! Here it is. Another month gone by. There was some good sailin' in February. A few were even warm days. Like the cruise to China Camp. Not much wind going up, but lotsa warm. This was another really good one. Guess the weather mojo is still workin'. Shoulda been there!!

I heard a rumor that the cruise-out to Pittsburg YC on Memorial weekend is a done deal. Oh yea! Bring on the Blues Festival!!! Last year we had a great turnout. There is so much entertainment on this one you would not believe it. Getting your boat into the slips is entertaining. Watching people swim fully clothed with radio and cell phone while you dock is entertaining. The party at the Club is entertaining. All entertainment! Oh yea..... boats in the mud are entertaining, too. Then there is the Blues Festival. Top blues bands from all over come here to participate. If you are a music lover this is a must. This is the real entertainment. Two days of party. Don't miss this warm down wind run to fun.

Last month I asked about HAM radio classes and info. There was already a response from Jim Butchart in the Signal. Well.... I was in the class with Jim, but he left after 3 classes. I'm trying to hang in, but my heart isn't there. First of all this is a non-Morse code tech class, but the first hour and last 30 minutes are Morse code. Dits and dahs, dits and dahs. I'm not getting it and most likely won't. It drove Jim out of the class. Even the other stuff is boring to me. I don't want to build a radio and system. I just want to use the one I have. If it breaks, well, that's what Radio Shack is all about! The class is 10 weeks long. Every Saturday morning. My sailing time! I don't get to sail to Coyote Point because I get out of class too late. So I drive. Ugh...

Maybe going to this class will build help character. Yea. That's what I need. More character. Right?

See ya out and about.....Lizard Guy



FEBRUARY FEASTS



Johnson

On February 15th, around 25 Club members and guests celebrated Valentine's Day with a delicious Mediterranean dinner consisting of hummus, tabouli, chicken with dried apricots, rice, rolls, and salad, with carrot cake for dessert. Mary and Paul Cosper created the meal. As we said, delicious!



Johnson

Our second February dinner, on the 22nd, was also a resounding success. It included a cruise-in by the Berkeley Yacht Club, with four boats and many interesting crew. Adding Marina Bay Yacht Club members attending brought the total for dinner to about 54.

The chief cooks were Paul and Earlene Lagier. They produced a gigantic pot of Cioppino containing crab, mussels, clams, etc. Everyone ate their fill and then overstuffed on cake for dessert.

Next morning, Kat Decker, Phil Coker and George Naill prepared a substantial breakfast for the Berkeley fleet before they set sail. We got many compliments from the

Berkeley YC folks for our hospitality...well deserved. In gratitude, one of them passed out the following bit of nautical history:

In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. But how to keep them from rolling about the deck?

The best storage method devised was a square-based pyramid with one ball on top, resting on four more, resting on nine more which rested on sixteen. Thus a supply of thirty cannon balls could be stacked in a small area right next to the cannon.

There was only one problem---how to prevent the bottom layer from sliding/rolling from under the others. The solution was a metal plate called a "monkey" with 16 round indentations.

But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make the monkeys of brass.

Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey. How cold was that? Answer next month.

----Erwin Gove

WANTED

Bill Strong, long-time member and all-around great guy, is "between boats" and wants your help. Bill recently sold his Cal 29, *Yes Virginia*, with an eye toward getting a bigger boat. It has not been an easy task. He has looked at numerous boats, but has not found "The One" yet.

This is where Bill thought that you might be able to assist him in his as yet fruitless quest to find another boat. Here is what he is looking for:

- 32 feet (mas o menos)
- Clean
- Diesel powered
- Headroom (Bill is 6'4" (mas o menos))
- Clean
- Roller furling preferred
- Radar would be cool
- Clean

If you think you might know of a boat that meets these desires, contact Bill Strong and let him know about it. He's eager to get back on board and (especially) go on those cool cruise-outs that Marina Bay Yacht Club members like so much. Please contact him through 510-236-9100 or saillore@yahoo.

-----Jan Wigle

BOAT U.S.

Marina Bay Yacht Club is now a Group Member of BoatU.S. Our Group Membership number is GA84766Y. If you are already a member, you can renew by mail or internet. If you are joining for the first time you can get an application from me or use the internet. The BoatU.S. site is www.boatus.com. Go to membership and follow the cues that apply to you. Remember to input our Group number in the space provided.

If you have any questions, please contact me by email or phone (see Hot Lines). Thank you for your support of BoatU.S.

-----Jim Taylor

MISCELLANEOUS

It's not too late to sign up to receive The Signal by e-mail. It will soon be in "Acrobat" format, hopefully with this issue. This is a much more readable form than having to bring up each page separately. E-mail the Editor if this appeals to you.

Don't forget to pay your annual dues. The Club operation is dependent on this money for operations, such as rent, insurance etc. You can pay annually or quarterly.

Speaking of paying, at the dinners given at the Club there are sometimes a few more people seated and eating (by headcount) than the cash register has rung up (you pay for dinner at the bar). There may occasionally be a sneak-in, but it's also easy to forget, during the evening's revelry, to pay. So far, serving party-goers has been pretty much on the honor system; let's work to keep it that way.

-----Editor

CRUISE NEWS

NATARAJA

(Although Eric and Emmy are now back in Hawaii, as chronicled in January's Signal, we thought you'd enjoy this next-to-last episode of their great cruising trip. We admire and envy their ability to meet and mix with other cultures. -----Editor)

Christmas Island, Kiribati
01 28 N 157 28 W

Hard to believe, but the time finally came to start making our way back to reality. On October 2nd (Tongan time) we sailed out of Vava'u. The wind and swell directed us to Apia, Samoa. We crossed back over the dateline and I got to celebrate my birthday twice. Eric baked a chocolate starboard tack cake for me and we hooked a 25 lb. mahi mahi. Does it get any better than that?! It was a very pleasant sail, and we arrived off the southeast end of the island at about 10pm on the third (the second one). We still had to make our way up and around to the north side. The wind lightened up and we moved along at about 1-1/2 to 2 knots, which put us at the harbor entrance at sunrise. Perfect.

We spent a week in Apia, eating all the chocolate ice cream we could find. Aggie Grey's Hotel does a "traditional Samoan Dance & Fire Dance Show" with a buffet featuring local eats. We had heard it was really good and worth the money. A group of yachties braved a torrential rainstorm to attend (we all showed up soaking wet), and all decided it was about the hokiest thing we'd seen. But, the food was good and we did have a really good time. We visited every market in Apia, stocking up on beef, cookies and other necessities for an ocean passage. We saw what we thought was a decent weather window, and sailed away on the 12th.

Anyone who followed our progress to Christmas Island might argue that maybe this wasn't the best window. But, hey, it's weather, you take what you can get. Our first 24-hour and our last 24-hour days clocked our best times. There were definitely some really dismal days---48 miles in a 24-hour period. Could have been worse, we could have been getting pasted and been getting only 48 miles. Finally, on the 25th, we had the equator in sight. I did not sleep all day for fear I'd miss it again. As we neared, we got everything ready---the video camera, the still camera, the bottle of rum, our message in a bottle (glorified litter?) and stood there staring at the GPS. Yippy! We're across, back in the northern hemisphere! We took video and photos of the GPS, then hurried to the cockpit to make a toast and pour rum, and throw our message bottle. There

is no sign "Welcome to the Equator", no dotted line or anything. We sat and reminisced about all we'd seen and done together. Eric reminded me of his promise to show me the world and we decided he was doing a pretty good job. Then he asked me to marry him. Now I know why I missed the first crossing; apparently he was going to ask me then but lost his nerve. Like I'd say "no" in the middle of the ocean. Very memorable equator crossing. New horizons, new hemispheres, new beginnings.

We arrived off of Christmas Island at 10pm on the 26th, exactly 14-1/2 days since leaving Apia. We hove to and waited until daybreak to make our approach. There are two anchorages, one that is a roadstead and the other that is inside the reef. To get to the one inside, we needed a high tide. The water is only about seven ft. deep in places (Nataraja's draft is 6.5 ft.) and there are no markers. With the sun in our eyes, we opted to take the easy route and headed to the open roadstead and anchored with the tuna boat fleet in deeper water. We spent the day aboard enjoying the sight of land and green stuff. On Monday, we headed to shore to get checked in and were surprised to find that it was actually Tuesday. Now how did that happen? The capitol of Kiribati is west of the dateline so Christmas and Fanning are on the same day to make it easier to conduct business.

Christmas is a funky little island. Not a whole heck of a lot there. It is very arid, gets only about 30 inches of rain in a good year. Eric said he felt like he was on Highway 95 in Nevada. The people have got to be the friendliest of all the islands. They just smile and want to chat. We met lots of people. One guy we met was an Aussie who was here heading up the water development team. There are fresh water-lakes under the coral and they have drilled to tap into it. They use windmills and solar panels to run the pumps. We were referred to him when we asked about filling our jerry cans. He was nice enough to drive us and our five six-gallon jerry cans back to the dinghy, then offered to take us along when he drove out to the water pumps. So, after lunch at Kristina's Restaurant (for \$2.50 Australian or about \$1.75 US we got two scoops rice, chef selection of two proteins ---chicken, fish, or omelet, and a piece of pumpkin. We ate there three times and always had something different.) we piled into his truck and headed off down the road. He was a great tour guide, and told us about the different projects. The Sea Bees out of Tennessee had built the school and hospital. The Catholic church has built a small college. The water pump station was quite fascinating and he explained how it all worked. We even got to climb the scaffolding up to the top of the big water tower, about 75 ft. high. From up

there you could really see how flat this island really is. As if not being able to see it from five miles offshore wasn't enough. He took us to the village of Main Camp where we visited the Captain Cook Hotel, then through Banana where we saw all the stuff the British abandoned after WWII. Then a quick trip to the airport. They get one plane a week and it comes from Honolulu.

On another adventure with another yachties couple, we hitchhiked and were picked up by a nun. We were on a quest to track down customs and immigration so we could check out. A big swell and storm system had passed over and we decided to go to Fanning where the anchorage is protected. It was so bad, the boats were rolling rail to rail. Things were crashing to the floor and we were rolling in the bunk. The nun took us as far as Main Camp, which is about half way to the airport. She then ran out to the road (habit and all) and waved down the next truck. She told them to take us to the airport. Cool, not catholic, but good to have a nun on our side. Upon arrival at the airport, we fanned out and tracked down the officials. Of course, customs didn't have the right forms, so we had to go back to London (forgot to mention---that's the town by the harbor) and they would be back after lunch. Hitching back was a bit of problem, because all the trucks were loaded with coolers, suitcases, cargo, and people. We found a cab (little blue pickup with benches in bed covered by canopy) and he had room. When we got to London and asked how much, he said the other guy had paid our fare. Wow, what honesty; how many US cabbies would have passed up additional fares? The air raid signal sounded so we headed back to Kristina's for lunch. You can't help but love a place that uses an air raid signal to signify lunchtime. It goes off at 12:30, then again at 1:30. Everyone then goes for a nap, then the next one sounds at 2:00 and everyone goes back to work.

Customs did not show up at 1:30 as promised and we camped on the doorstep until 4pm. Geez, it was Friday and we wanted to go and were afraid we'd miss them. Of course, by the time we got back to the boat after our whirlwind day and sitting in the sun, we were too tired to sail off. The swell had mellowed out and the sky was turning black. OK, we'll have some dinner, and take a nap. It's an open roadstead, don't need daylight to get out. We'll leave whenever we wake up. So, we were underway at 0700, we both slept like rocks, through the night.

-----Emmy and Eric

RACE MANAGEMENT SEMINAR

Saturday, March 22, 2003

Treasure Island Yacht Club

198 First Street, Treasure Island, San Francisco 94130

(650) 588-4351

This seminar is sponsored by the US SAILING Race Management Committee and the Yacht Racing Association of San Francisco Bay. It is designed for people who have some race committee experience, but newcomers are also welcome. It will be held at Treasure Island YC, will begin at 0800 and end at 1730. The changes in the *Racing Rules of Sailing for 2001-2004* that affect race management will be discussed.

The topics covered include: RC objectives, RC responsibilities, sailing instructions, RC jobs, RC equipment. Setting the course, starting system, starting penalties, before the start, during the race, finishing, scoring and advertising & eligibility.

At the seminar you will need your own copy of *The Racing Rules of Sailing* ("RRS"), and will be given a copy of *Join the Race Committee Team*. To prepare for the seminar, each participant should try to answer the Study Questions, which are available on the US SAILING web site at www.ussailing.com/racemgt/Race_Officer_Prog/; select the Basic Seminar Study Questions.

The Club Race Officer certification test, which is given at the conclusion of the seminar, is optional. However, in order to be certified as a US SAILING Club Race Officer, you are required to attend a complete basic seminar and to pass the test. In order to be certified as a Club Race Officer will also need to have your own copy of the current (2002 edition) US SAILING *Race Management Handbook*, and meet the program's other criteria.

The seminar fee (\$30) includes: continental breakfast, morning and afternoon breaks, lunch and all workshop materials. See the next page for the registration form. Advance registration is strongly encouraged, as the number of participants is limited to 45 people.

SCHEDULE

0800 Registration and continental breakfast

0830 Seminar begins 1215 Lunch

1640 Test 1710 Test debriefing

1730 Attitude adjustment

For further information, contact Yacht Racing association of SF Bay, Lynda Myers or Daphne Owen, (415) 771-9500.



Please send your interested members and we will send you back
Informed race committee members.

YACHT RACING ASSOCIATION
Fort Mason Center,
San Francisco, California 94123
Phone: 415-771-9500 E-Fax: 415-276-2378
E-mail: CRO@yra.org



US SAILING RACE MANAGEMENT SEMINAR

REGISTRATION FORM

PLEASE PROVIDE A REGISTRATION FORM FOR EACH PERSON
ATTENDING!!!

TO: Yacht Racing Association of SF Bay
CRO Seminar
Fort Mason Center
San Francisco, CA 94123

Please register me for the US SAILING Race Management Seminar on Saturday, March 22, 2003.

Name: _____

Address: _____

Telephone: _____

E-Mail: _____

Mailing address is required for advance material and test results.

My check for \$30 payable to the YRA is enclosed.

I am a _____ Yacht Club member.

Signature

Advance registration is VERY strongly encouraged.

MBYC 2003 CALENDAR OF EVENTS

JANUARY

11-12 Cruise-out to Ayala Cove

18 Board Meeting
Installation, Roast Beef Dinner
(Decker/Naill)

FEBRUARY

8-9 Cruise-out to China Camp

15 Board Meeting
Valentine's Day Mediterranean
Dinner (Cosper)

22 Berkeley YC Cruise-in
Dinner (Lagier, Turner, Keppel)

MARCH

8-9 Cruise-out to Coyote Point YC
with Mardi Gras Party

15 Board Meeting (1600)
St. Patrick's Day Dinner (Cirino)
(1800/1900)

APRIL

12-13 Cruise-out

19 Board Meeting
Dinner

MAY

3 Cinco de Mayo Dinner

10-11 Cruise-out

17 Board Meeting
Chicken Cacciatore Dinner (Gove)

JUNE

7-8 Cruise-out

14 Board Meeting
Dinner

JULY

19 Board Meeting
Dinner

Cruise-out

AUGUST

9-10 Cruise-out

16 Board Meeting
Dinner

30-31 Cruise-out to Half Moon Bay

SEPTEMBER

1 Cruise-out to Half Moon Bay (cont'd)

20 Board Meeting
Dinner

OCTOBER

11-12 Cruise-out

18 Board Meeting
Dinner

NOVEMBER

8-9 Cruise-out

15 Board Meeting
Dinner

DECEMBER

13 Board Meeting
Holiday Dinner

Cruise-out?



MARINA BAY YACHT CLUB

SIGNAL

SILVERHEELS II

Tartan 34

Captain Peter Turner at
the helm



Marina Bay Yacht Club

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